



THE CHAIRMAN'S CORNER

Friday, January 23, 2004

MESSAGE FROM THE CHAIRMAN

The NTSB's participation with the Transportation Research Board during TRB week (January 12-16, 2004) marked a new milestone of achievement for the agency. The NTSB is now a "sustaining affiliate" participant, and both staff and board members attended and presented at the annual conference.

Because our safety mission involves all modes of transportation, I felt it was critical to pursue a greater level of involvement with TRB. Mr. Bob Skinner, TRB's Executive Director, enthusiastically supported our participation, and

the session on the NTSB Most Wanted List was widely attended.

Our partnerships in safety will help spread our safety message, support our safety advocacy for open recommendations, and assist in training and education for NTSB staff, as well as others in industry and government.

We look forward to returning again next year.

Ellen Engleman Conners

NTSB MWL Debuts at the 2004 TRB Annual Meeting



NTSB's Dr. Vern Ellingstad; Aida Barsan-Anelli, Information Systems and Services, Inc.; Linda McCray, NHTSA; Dana Schulze, NTSB; Dr. Kristin Poland, NTSB; Joseph Kelly, NTSB; Dennis Grossi, NTSB; and Tim Shaver, FAA. (Photo by Cable Risdon, TRB)

Chairman Engleman Conners moderated the first ever session on the NTSB's Most Wanted List of Safety Improvements at the 2004 Transportation Research Board annual meeting. **Dr. Mitch Garber** discussed the issue of medical certification of commercial vehicle operators, **Joe Osterman** discussed bus occupant protection issues, **Bob Chipkevich** reviewed issues related to positive train control, **Jim Cash** talked about video, voice, and recorder issues in the different modes, **Sandy Rowlett** covered runway incursion issues, and **Kevin Quinlan** talked about reducing hard core drinking driving. The session was very well attended, and we hope to have an even stronger presence at the 2005 Annual meeting.

The NTSB also sponsored a session titled "*Improving Accident Investigation Through Technology*." The session was moderated by **Dr. Vern Ellingstad**, and included four technical papers, each of which teamed NTSB investigators with scientists from other agencies and organizations. **Dr. Kris Poland** teamed with Linda McCray and Aida Barsan-Anelli of NHTSA for a presentation titled "*Addressing School Bus Safety Through Tests and Modeling*." **Jana Price** and **Dana Schulze** teamed with Tina Panontin of NASA Ames Center in "*Managing Complex Collections of Information in Accident Investigation: Applications of Investigation Organizer*." **Dennis Grossi** partnered with Tim Shaver of the FAA in a presentation of "*Understanding the Value and Limitations of Modern Flight Recorder Systems*." Finally, **Joe Kolly** and Terry Blanchet of Rensselaer Polytechnic Institute presented "*Applying Research Practices to Accident Investigation: A Study in Tribology*."

NTSB ALL HANDS MESSAGES

A Boost for the Academy — People on the Move



As of January 11, 2004, **Brenda Yager** will serve as Director of Special Projects at the Academy. Brenda's combined experience as an attorney, a teacher, an executive at the FAA and the Department of State will be a tremendous asset to the Academy team. There she will focus on developing new business initiatives and course development. She most recently served as NTSB Director of Transportation Disaster Assistance and as Acting Director of Government and Industry Affairs.

David Clark will serve as the NTSB Director of Government and Industry Affairs. He will be the liaison to Members of Congress, executive branch and foreign government officials, and industry and trade groups. He will continue to serve as the White House liaison. David came to the NTSB with experience at DOT RSPA where he worked on the President's Management Agenda and RSPA's 36-month plan. He served on the USCG transition to DHS team and served on the leadership team for the expansion of the DoT's Crisis Management Center. David also worked on Capitol Hill as Deputy Chief of Staff and Communications Director. He most recently served as Counselor to the Chairman at the NTSB.

NTSB Supports DHS Retreat

DHS Secretary Tom Ridge, Deputy Secretary Admiral James Loy and key staff members used the NTSB Academy for a strategic planning meeting. Chairman Engleman Conners reiterated NTSB's commitment to supporting DHS. NTSB and TSA are in final development of an MOU for mutual agency coordination.



Chairman Engleman Conners welcomes DHS staff as they begin their meeting at the NTSB Academy.

At the Academy...

New Academy Course: Investigating Human Fatigue Factors in Transportation Accidents (March 10-11)

The NTSB Academy has commissioned **Dr. Mark Rosekind**, internationally recognized for translating scientific knowledge on sleep, circadian factors, human fatigue, performance and alertness into practical strategies that improve safety, to develop this course to train investigators and managers to identify fatigue related accidents and incidents.

The course will include presentations by **Dr. David Dinges**, Chief of the Division of Sleep and Chronobiology at the University of Pennsylvania, and actual case studies presented by **NTSB investigators**.

Transportation Disaster Response – Family Assistance (March 9-11)

Taught by **NTSB investigators**, transportation disaster assistance specialists, clinicians and other professionals, this course will cover the latest developments in the family assistance aspects of transportation disaster response.

Keeping Our Highways Safe...



Pictured above (1st row) are Jennifer Russert, Officer Kirkpatrick ISP, David Rayburn, (2nd row) Larry Yohe, Pete Kotowski, Ken Suydam, Chris Voeglie, Jim LeBerte.

The Office of Highway Safety inspected trucks hauling containers in support of the Board's investigation of the collision of a tractor trailer and a 26-passenger specialty bus in Hampshire IL, killing eight. Three teams inspected 110 tractor/semi-trailers over a 2-day period with assistance from 26 Illinois State Police Officers. Fifty percent of the semi-tractor trailer combination units were placed out of service -- mostly for brake violations.